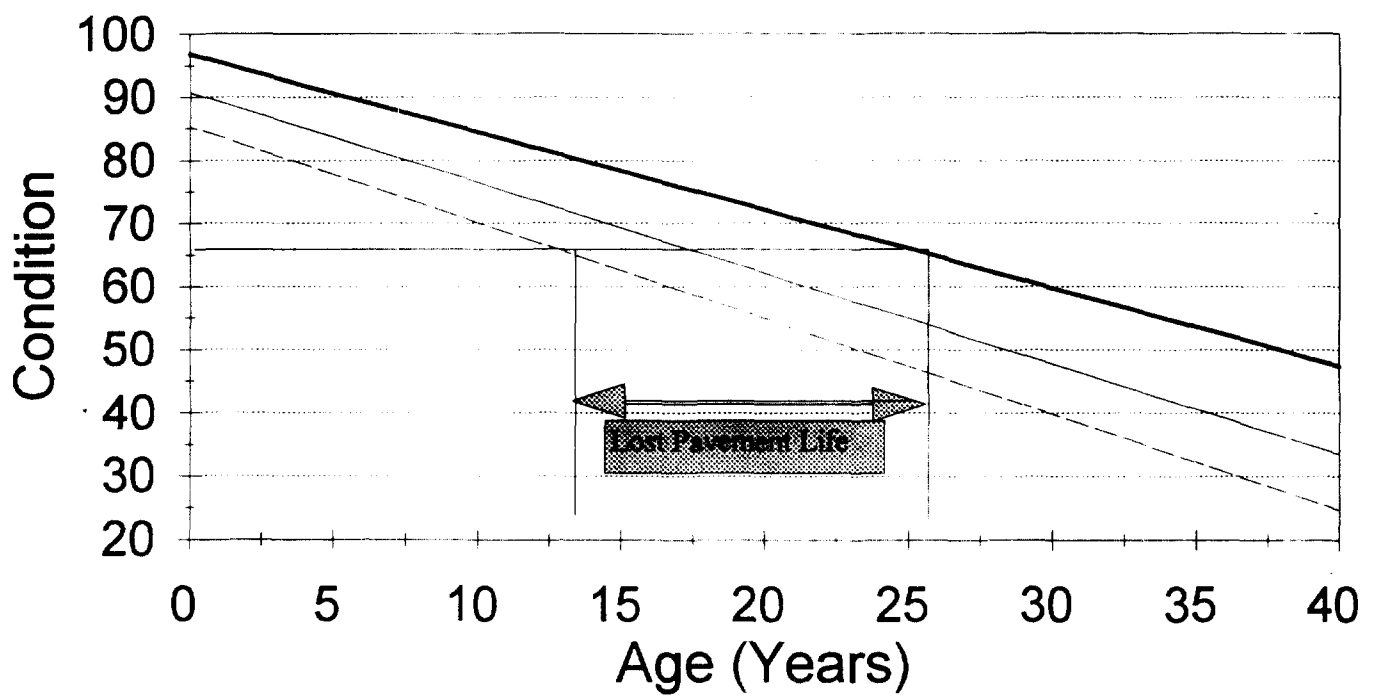
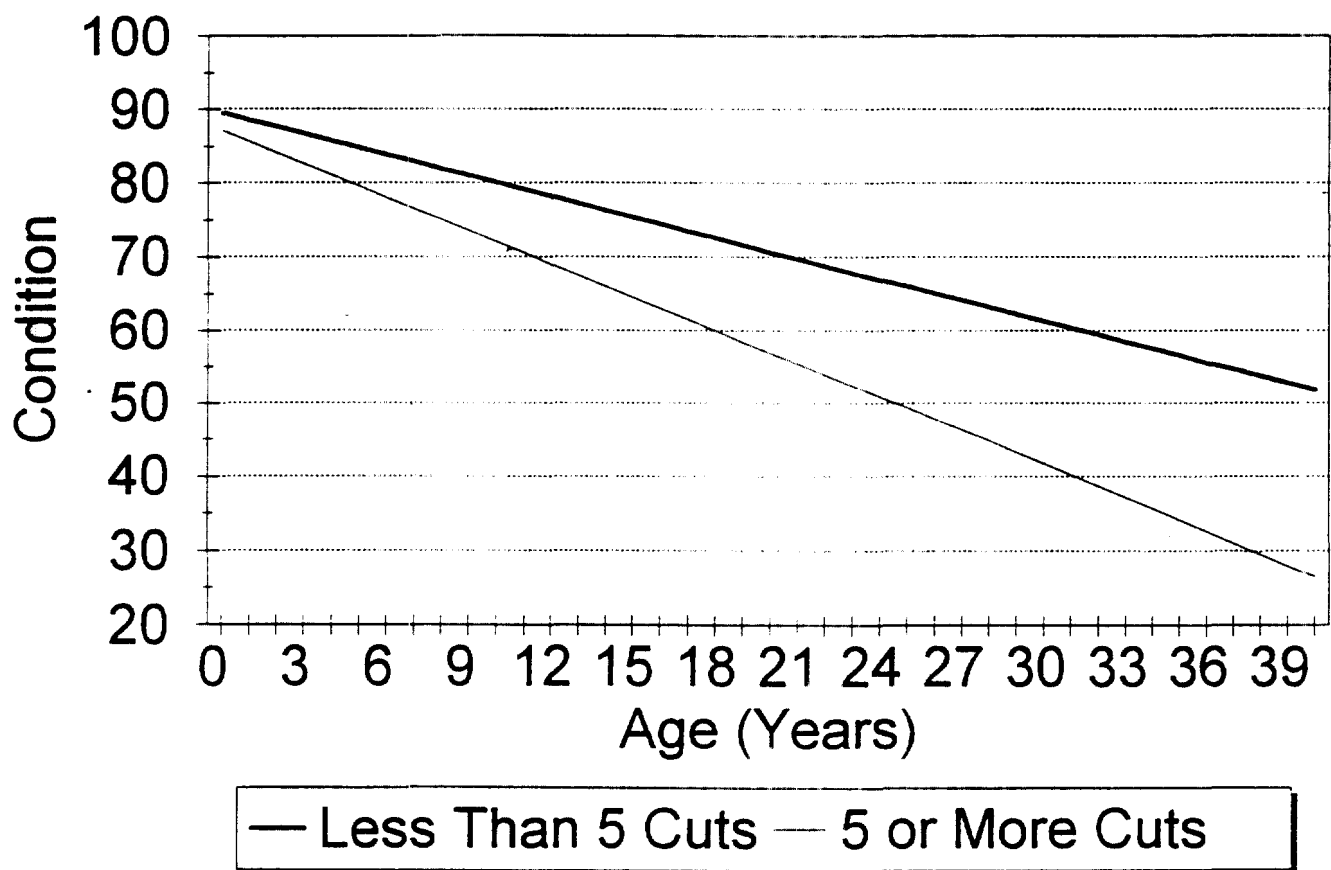


Condition Deterioration Lines All Asphalt Streets



— < 3 Cuts - - 3 - 9 Cuts . . . > 9 Cuts

Condition Deterioration Lines All Concrete Streets



APPENDIX II

Table of Regression Results

Scatter Diagrams and Regression Lines

Summary of Linear Regression Results

	TI	Type	a	b	N	C
Few	5	Asphalt	92.6622	-0.99869	1375	0.44
Some			86.2193	-1.14950	1162	0.51
Many			85.6693	-1.45735	1007	0.58
Few	6	Asphalt	98.3662	-1.51900	306	0.56
Some			92.0506	-1.56683	283	0.56
Many			84.9040	-1.62470	187	0.61
Few	7	Asphalt	99.0357	-1.18153	245	0.50
Some			95.1678	-1.52507	183	0.59
Many			88.5982	-1.55190	103	0.63
Few	8	Asphalt	97.1029	-1.23308	729	0.39
Some			89.7949	-1.49363	417	0.46
Many			82.1770	-1.43288	167	0.60
Few	All	Concrete	89.4635	-0.94371	81	0.44
Many			87.1011	-1.51426	47	0.71

TI: Traffic Index

Type: Type of Pavement Surface

a: Linear Regression Constant " $Y = aX + b$ "

b: Linear Regression Independent variable Coefficient

N: Number of Data Points Used in Regression Analysis

C: Correlation Coefficient

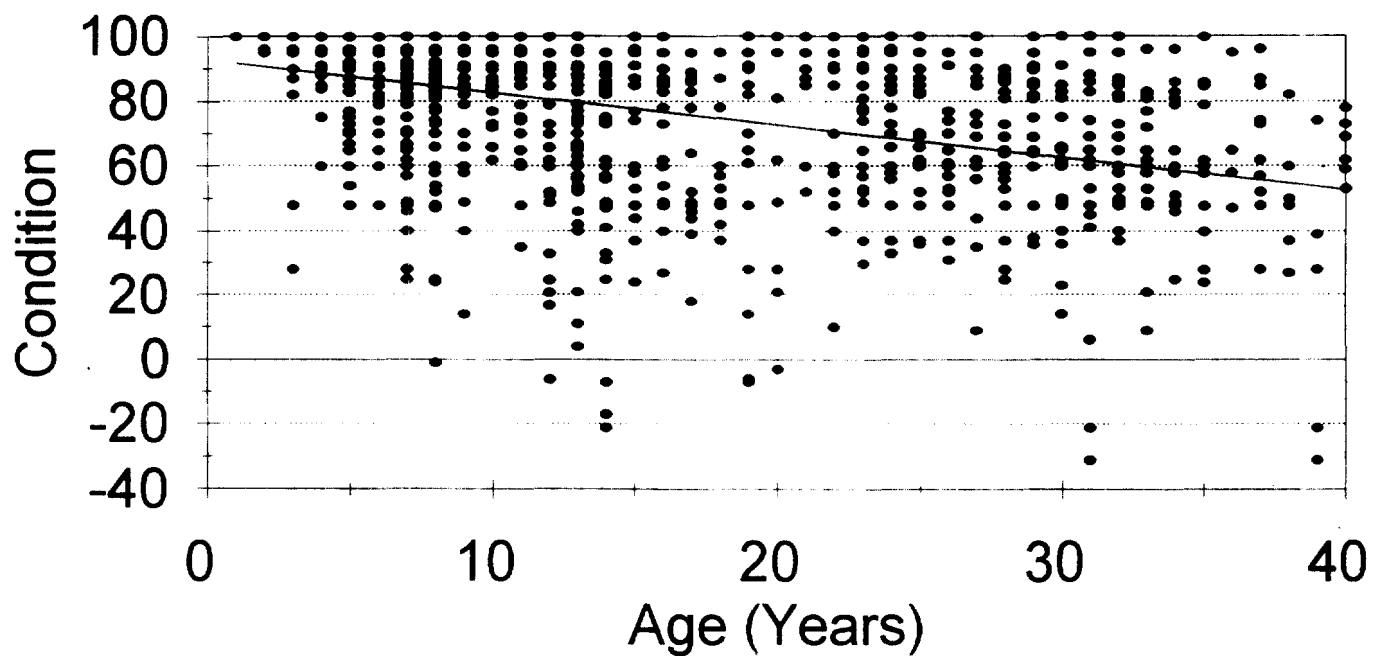
Few: Less than 3 cuts per section for asphalt pavements and
less than 5 cuts per section for concrete pavements.

Some: Between 3 and 9 cuts per section for asphalt pavements.

Many: 10 or more cuts per section for asphalt pavements and
5 or more cuts per section for concrete pavements

T15 - Asphalt

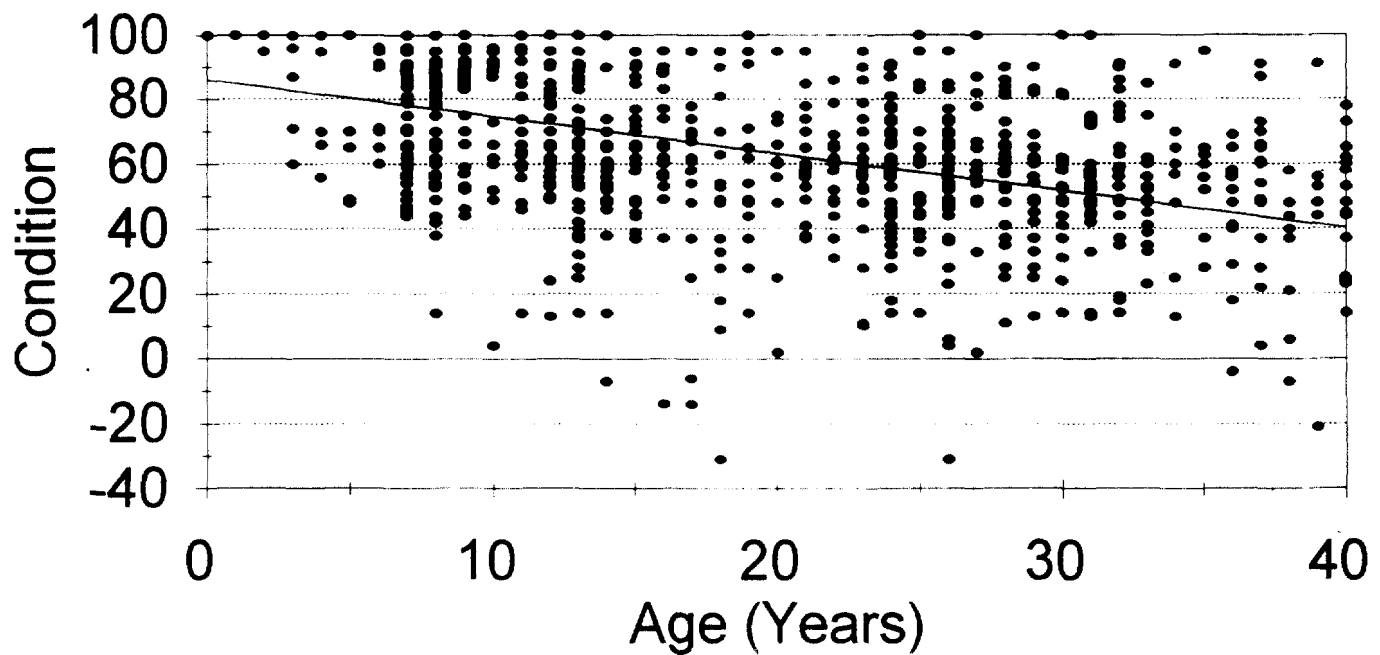
Less Than 3 Cuts



• Score — Regression

T15 - Asphalt

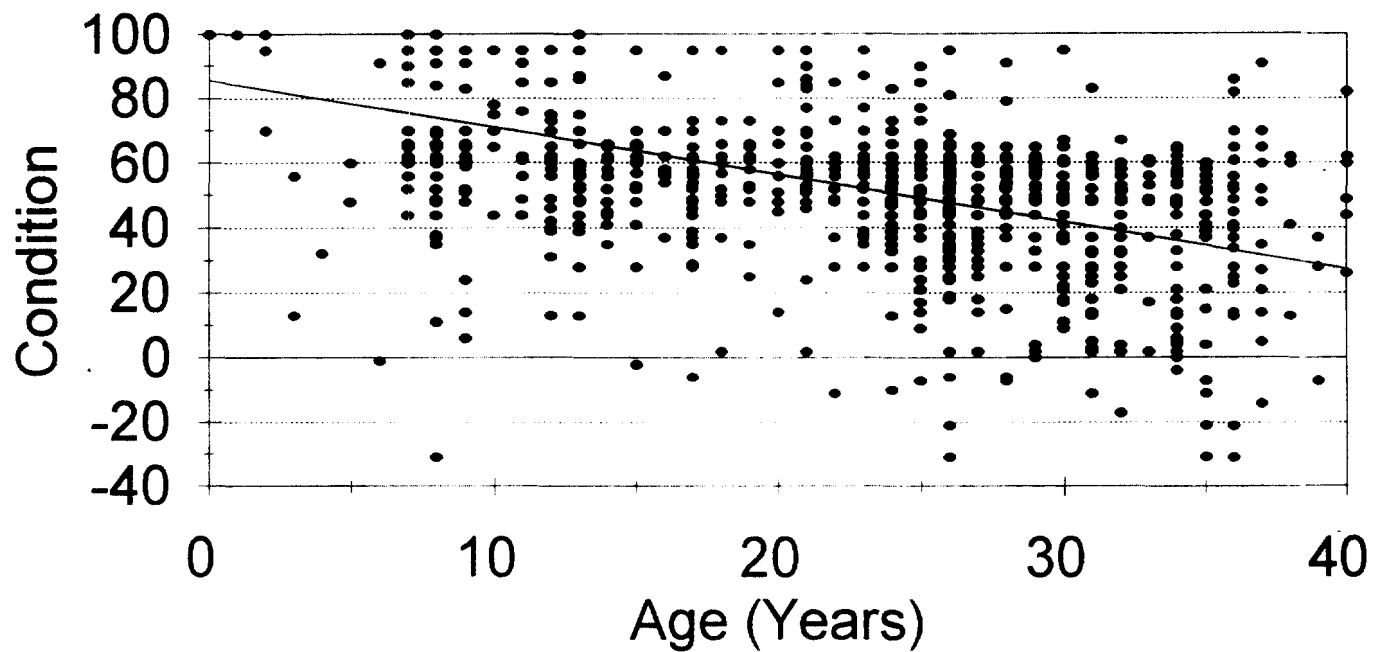
3 To 9 Cuts



• Score — Regression

TI5 - Asphalt

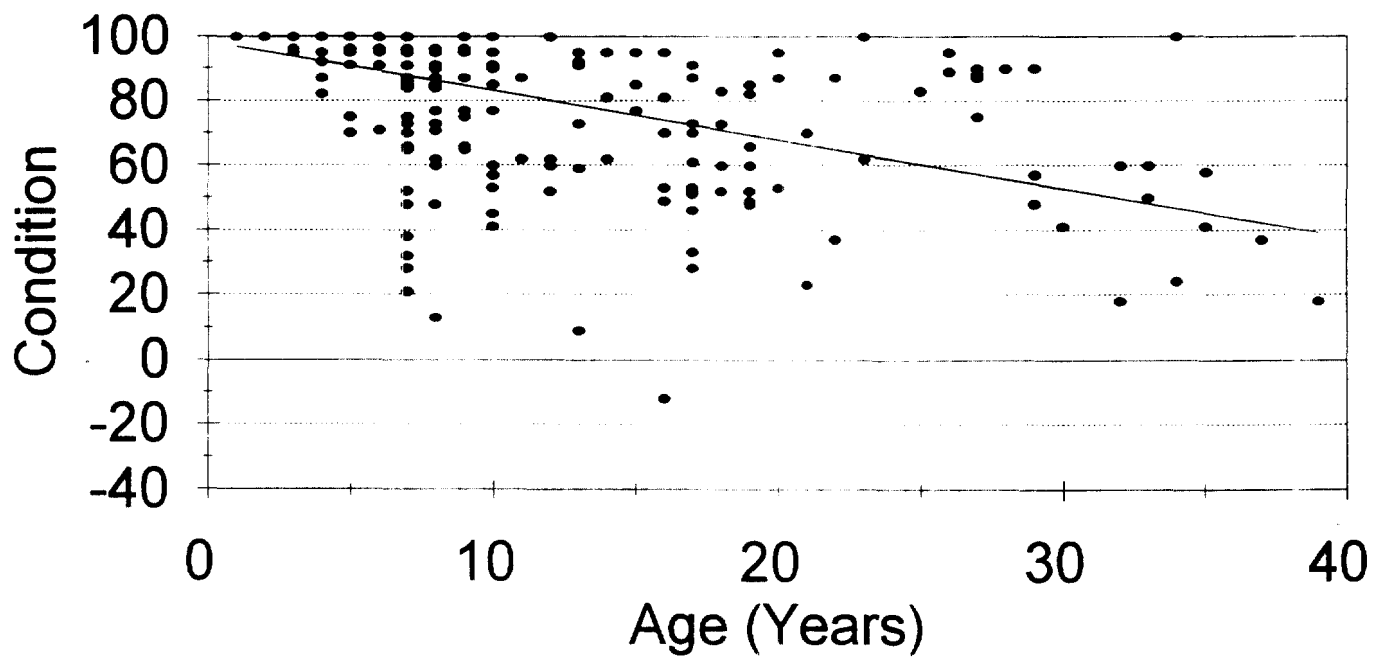
More Than 10 Cuts



• Score — Regression

TI6 - Asphalt

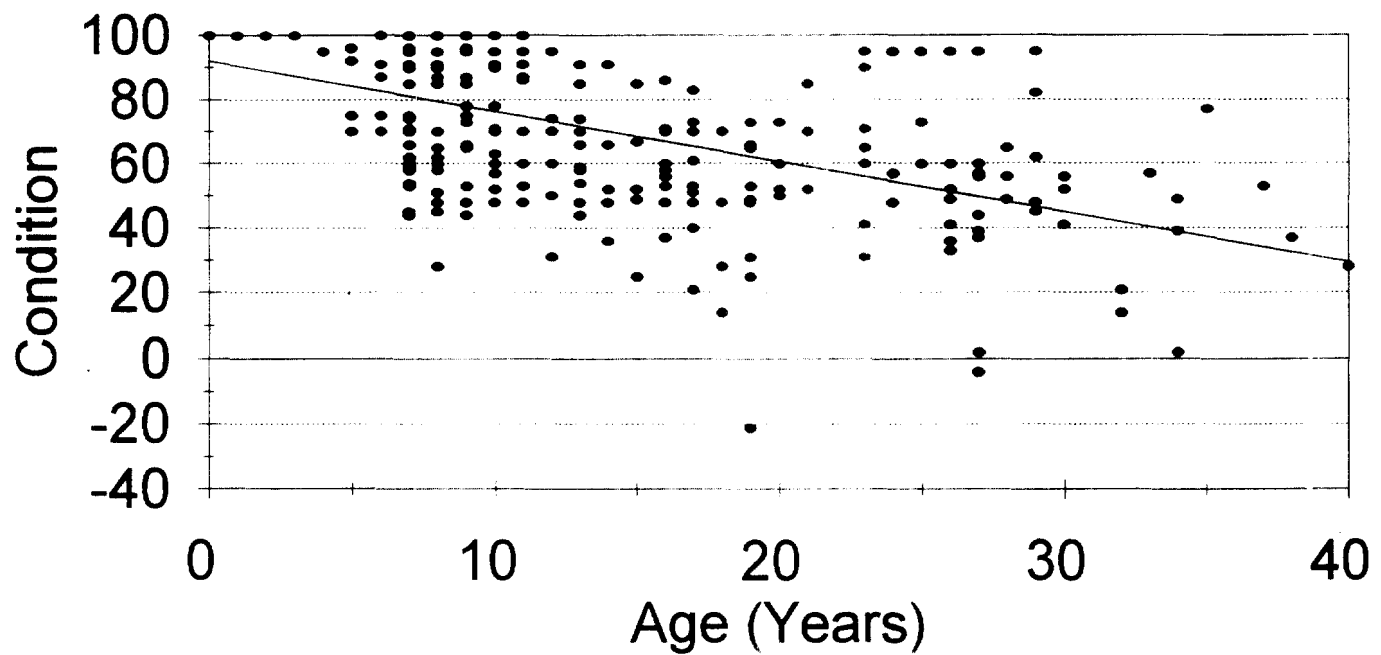
Less Than 3 Cuts



• Score — Regression

T16 - Asphalt

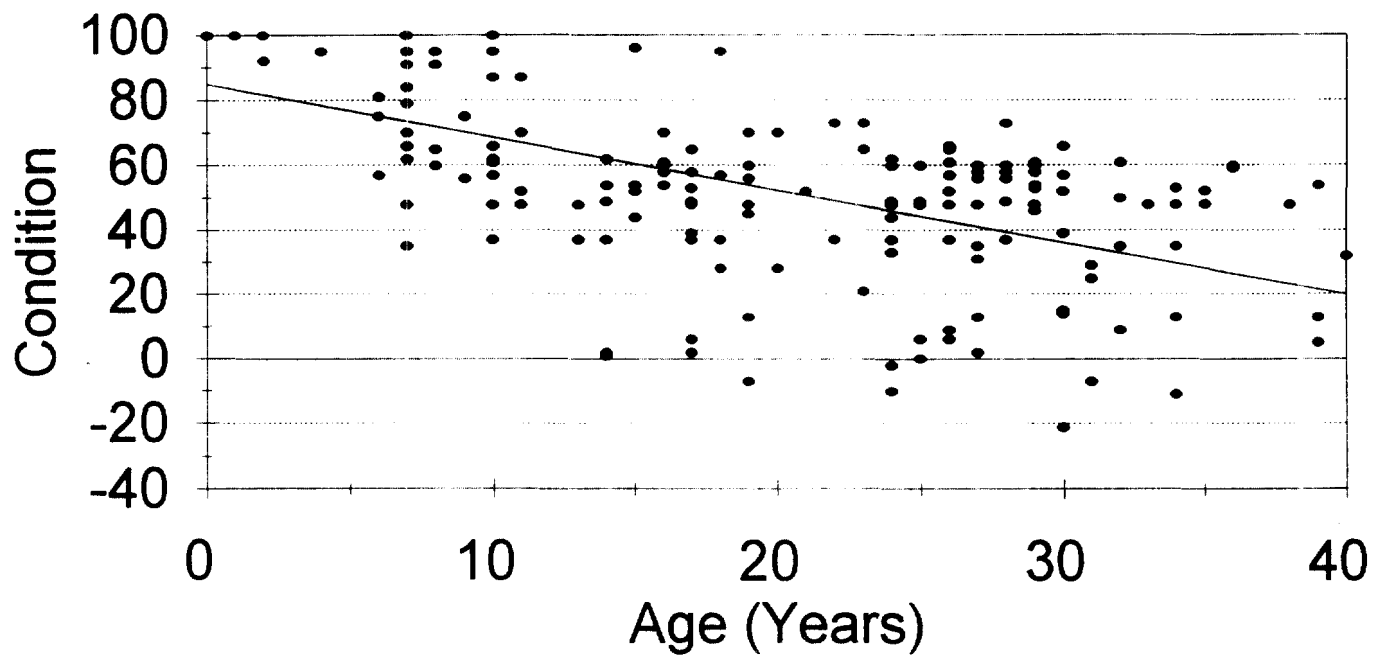
3 To 9 Cuts



• Score — Regression

TI6 - Asphalt

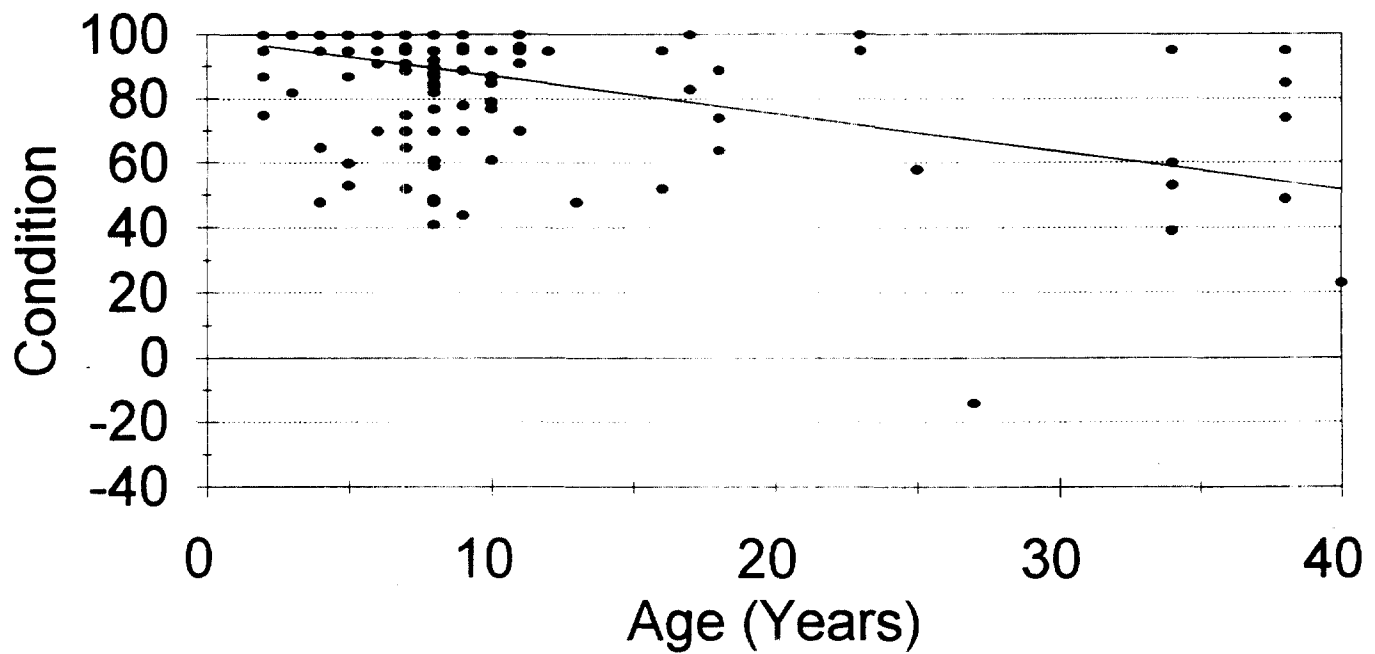
More Than 9 Cuts



• Score — Regression

T17 - Asphalt

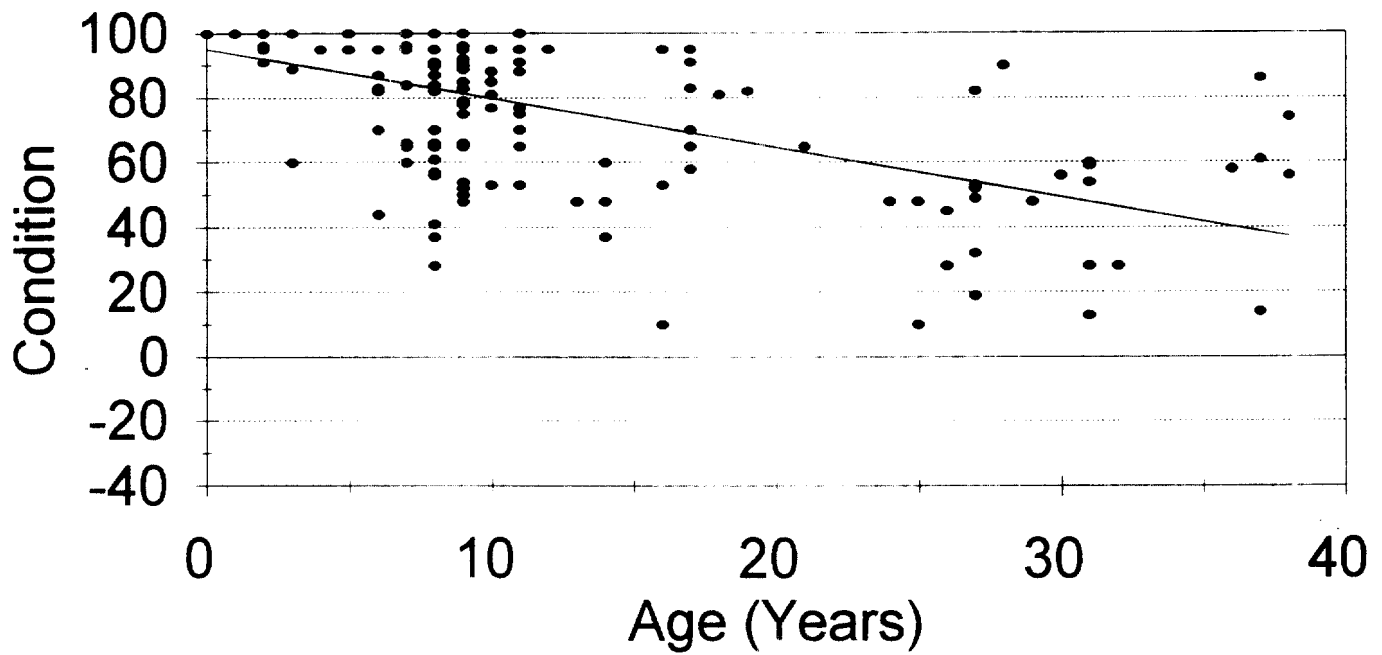
Less Than 3 Cuts



• Score — Regression

TI7 - Asphalt

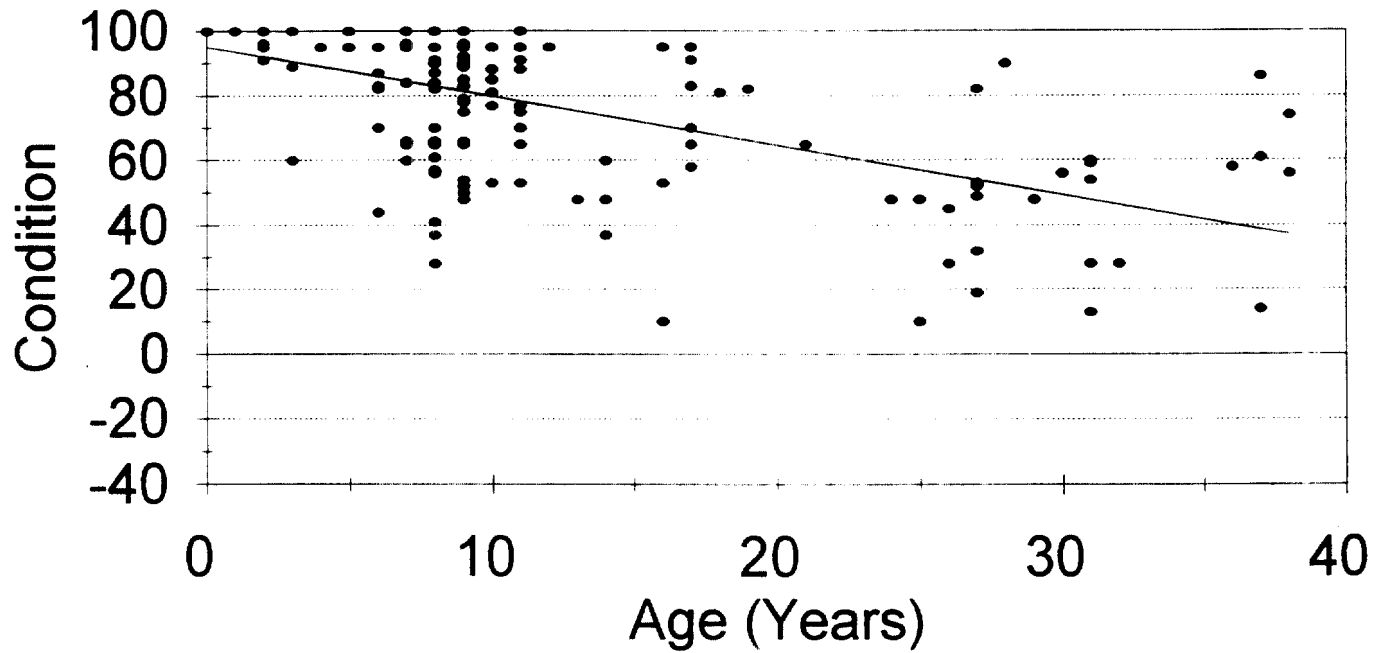
3 To 9 Cuts



• Score — Regression

TI7 - Asphalt

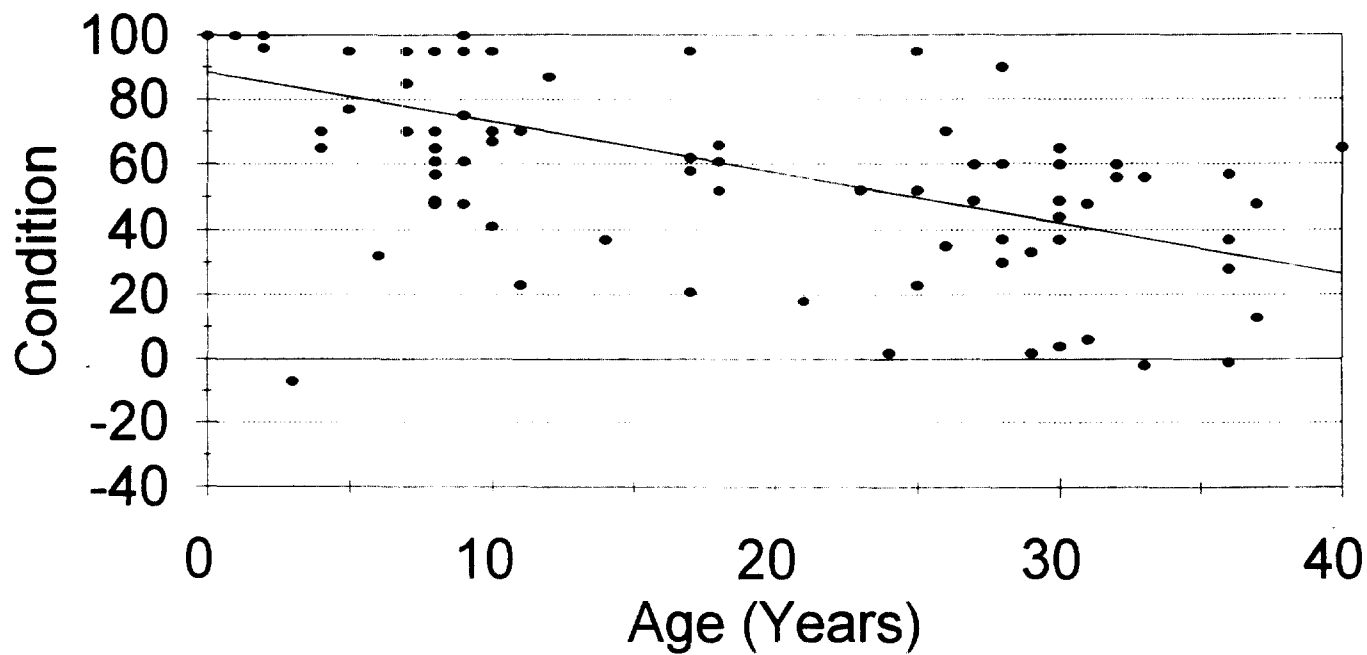
3 To 9 Cuts



• Score — Regression

T17 - Asphalt

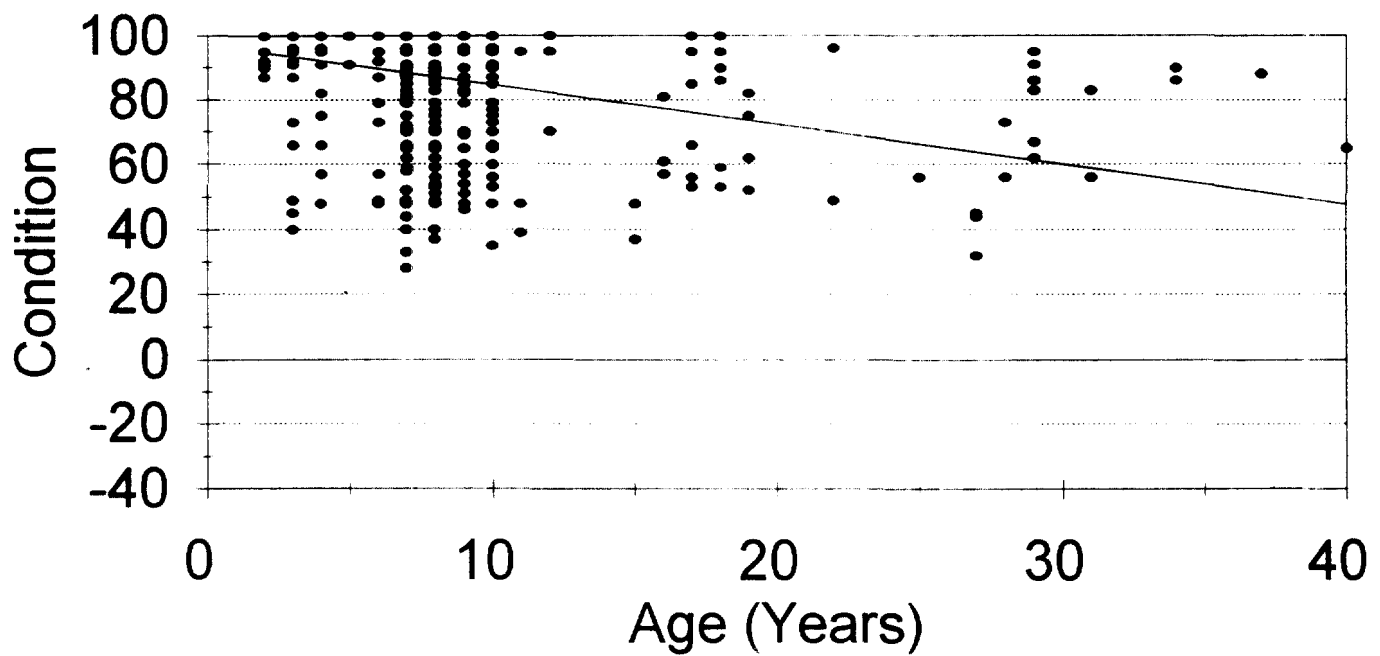
More Than 9 Cuts



• Score — Regression

T18 - Asphalt

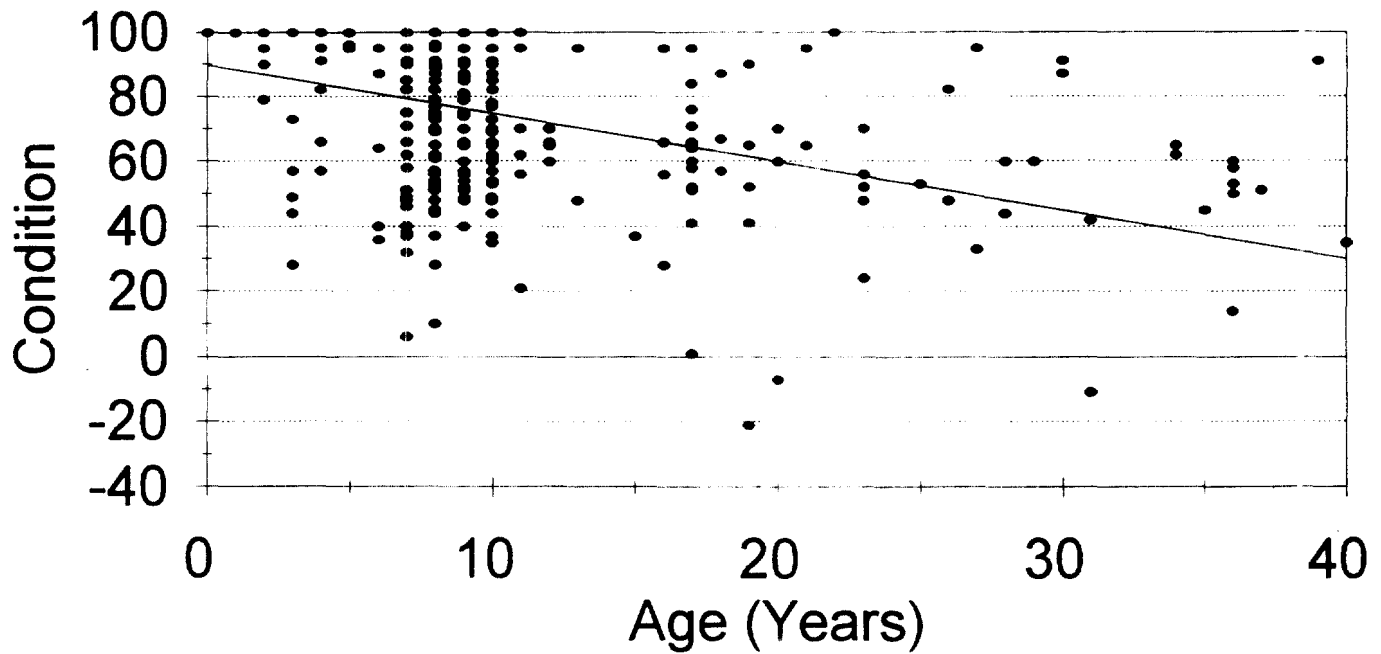
Less Than 3 Cuts



• Score — Regression

Tl8 - Asphalt

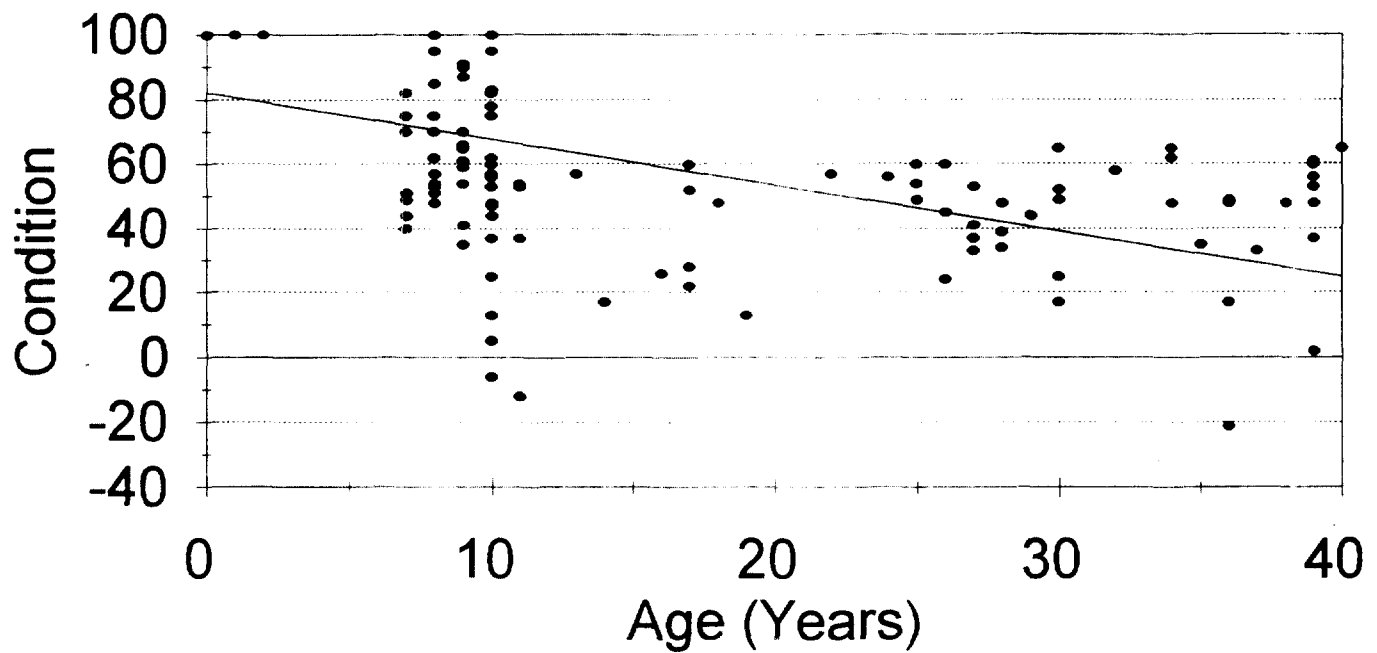
3 To 9 Cuts



• Score — Regression

Tl8 - Asphalt

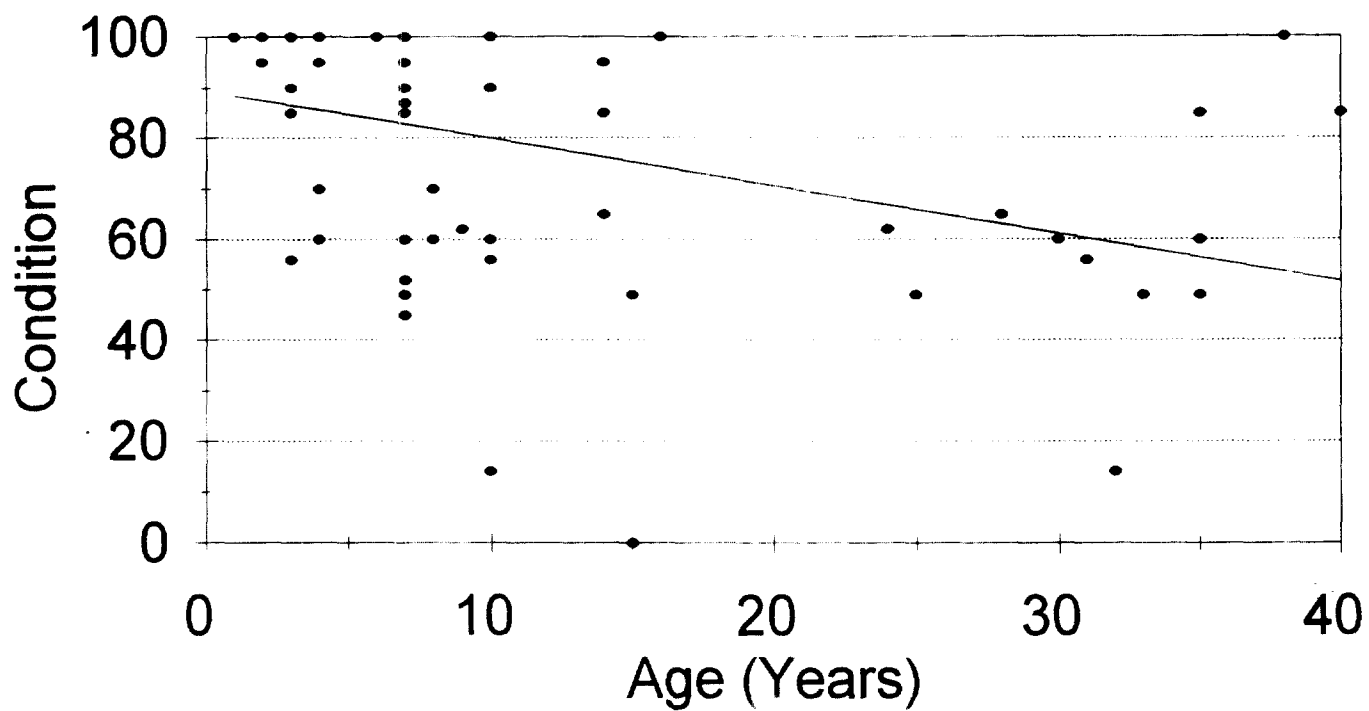
More Than 9 Cuts



• Score — Regression

Concrete Pavements - All TIs

Less Than 5 Cuts

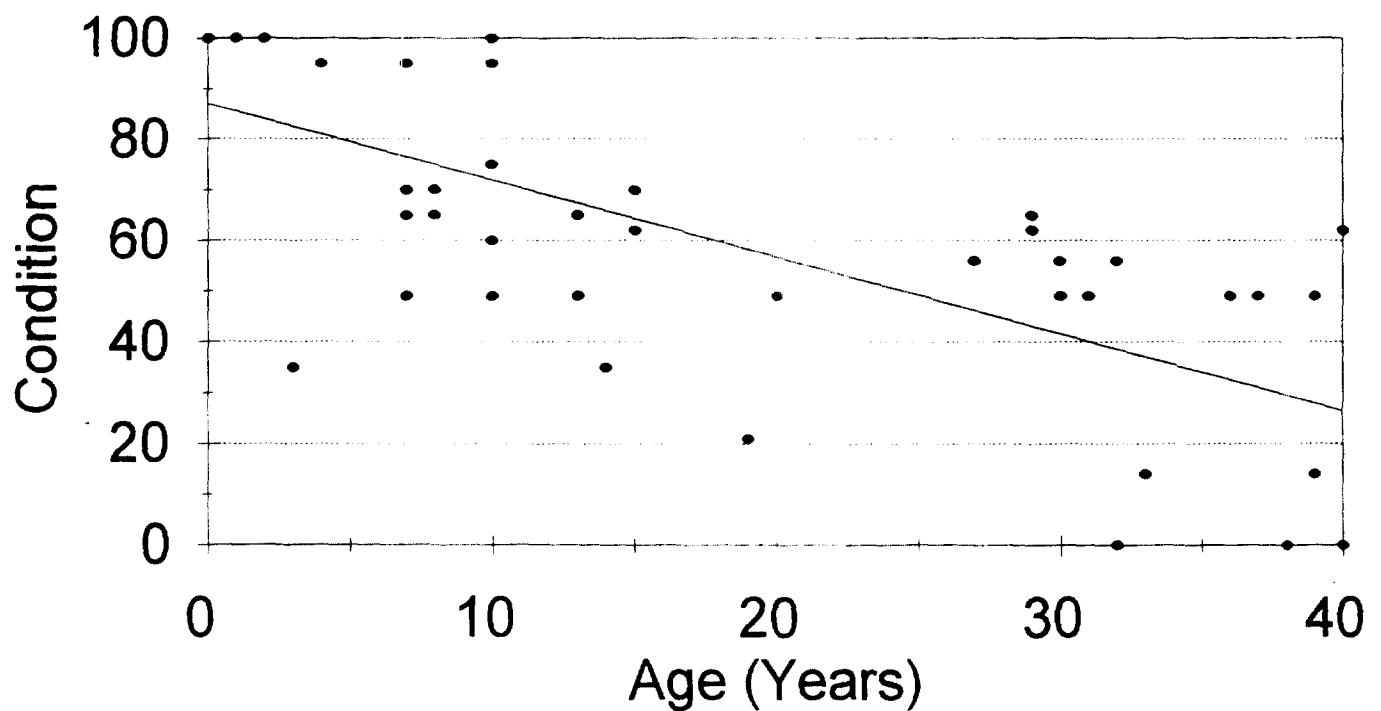


• Score

— Regression

Concrete Pavements - All TIs

More Than 5 Cuts



• Score — Regression

REPORT
ON
STREET DETERIORATION

CITY OF ANAHEIM, CALIFORNIA

1995

**IMPACT OF UTILITY CUTS ON PAVEMENT AND
PROPOSED STREET DETERIORATION FEE**

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	1.1 EXECUTIVE SUMMARY
[Omitted]	1.2 PROPOSED ORDINANCE
[Omitted]	1.3 PROPOSED FEE RESOLUTION
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	2.2 <u>IMPACT OF UTILITY CUTS ON PERFORMANCE OF STREET PAVEMENTS - CITY OF CINCINNATI AND AMERICAN PUBLIC WORKS ASSOCIATION, 1995</u>
[Omitted; but included as separate exhibit]	2.3 <u>THE EFFECT OF UTILITY CUTS ON THE SERVICE LIFE OF PAVEMENTS IN SAN FRANCISCO - CITY AND COUNTY OF SAN FRANCISCO, MAY 1995</u>
	2.4 <u>THE EFFECTS OF UTILITY CUT PATCHING ON PAVEMENT PERFORMANCE IN PHOENIX, ARIZONA - CITY OF PHOENIX, ARIZONA, JULY 1990</u>
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	2.6 SOUTHWEST GAS VS. CITY OF PHOENIX - SETTLEMENT AGREEMENT
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[Omitted]	5.3 SOUTHERN CALIFORNIA EDISON FRANCHISE AGREEMENT
[Omitted]	5.4 THE GAS COMPANY FRANCHISE AGREEMENT
[Omitted]	5.5 CABLE TELEVISION FRANCHISE AGREEMENT
[Omitted]	5.6 SECTION 7901 OF THE GOVERNMENT CODE- RULES REGULATING STATE FRANCHISE FOR TELECOMMUNICATION FACILITIES
SECTION 6	LOCAL UTILITY COMPANIES CORRESPONDENCE AND DOCUMENTATION
	6.1 LOCAL UTILITY COMPANY COMMENTS - SUMMARY OF ISSUES
[Omitted]	6.2 PACIFIC BELL CORRESPONDENCE
[Omitted]	6.3 THE GAS COMPANY CORRESPONDENCE
[Omitted]	6.4 SOUTHERN CALIFORNIA EDISON CORRESPONDENCE
[Omitted]	6.5 <u>A CRITIQUE OF "FINAL REPORT FOR THE STREET EXCAVATION IMPACT ASSESSMENT, PREPARED FOR THE CITY OF BURLINGTON, VERMONT"</u>
[Omitted]	6.6 EXCAVATION REPAIR STUDIES SUBMITTED BY THE GAS COMPANY

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[Omitted]

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[Omitted]

**7.4 CITY OF SAN BERNARDINO - DRAFT
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EXECUTIVE SUMMARY

- 1.1 EXECUTIVE SUMMARY**
- 1.2 PROPOSED ORDINANCE**
- 1.3 PROPOSED FEE RESOLUTION**
- 1.4 CITY COUNCIL WORKSHOP REPORT, AUGUST 15, 1995**